

**IN THE TITLE**

*Please amend the title of the invention as follows:*

[[AN IMPROVED]] SIDE AIRBAG

**IN THE SPECIFICATION**

*Please replace Paragraph [0016] with the following amended paragraph:*

[0016] ~~FIGURE 3 is an exploded view of the improved side airbag shown in FIGURE 2, illustrating the improved side airbag being comprised of a first outer panel, a second outer panel, an inner panel, and an intake manifold, according to one embodiment of the invention is a cross-sectional view of the improved side airbag shown in FIGURE 2;~~

*Please replace Paragraph [0017] with the following amended paragraph:*

[0017] ~~FIGURE 4 is a cross-sectional view of the improved side airbag shown in FIGURE 2 is an exploded view of the improved side airbag shown in FIGURE 2, illustrating the improved side airbag being comprised of a first outer panel, a second outer panel, an inner panel, and an intake manifold, according to one embodiment of the invention;~~

*Please replace Paragraph [0018] with the following amended paragraph:*

[0018] FIGURES 6A-6D are perspective views of the panel shown in FIGURE 5, illustrating the sequential manipulation of the panel for creating the improved side airbag[.]; and

*Please add the following new paragraph after Paragraph [0019]:*

[0019.1] FIGURE 7 is a cross-sectional view of an alternative embodiment in accordance with the teachings of the present invention.

*Please replace Paragraph [0030] with the following amended paragraph:*

[0030] Additionally, the size of the chamber 32, 34 also determines the pressure of gas within those chambers 32, 34 and the stiffness of the respective airbag portions 16, 18. Specifically, a smaller-volume chamber, which receives gas at a similar or greater rate than a larger-volume chamber, can be more pressurized than the larger-volume chamber. In this regard, as illustrated in FIGURE 7, the second chamber [34] 134 can be sized smaller in volume than the first chamber [32] 132 and allow the pelvis-pushing portion [18] 118 to be stiffer than the thorax-cushioning portion [46] 116.